SAN FRANCISCO VESSEL MUTUAL ASSISTANCE PLAN

SF V-MAP

San Francisco Vessel Mutual Assistance Plan
SF V-MAP

COMMANDER
SECTOR SAN FRANCISCO
YERBA BUENA ISLAND
SAN FRANCISCO, CA 94130

SUBJECT: SAN FRANCISCO VESSEL MUTUAL ASSISTANCE PLAN (SF V-MAP) TRANSMITTAL LETTER

1. Attached is the San Francisco Vessel Mutual Assistance Plan. This plan provides operational guidance for the San Francisco Bay Ferries, Sector San Francisco Command Center, and Vessel Traffic Service in the event of a catastrophic, waterborne Search and Rescue event.

2. This plan also ensures that a sufficient level of safety exists under Title 46, Code of Federal Regulations, Section 117(f) so that small passenger vessels meeting the criteria of section 117(f) carry an appropriate number and type of survival craft, enhancing local capabilities to effectively manage a catastrophic, waterborne Search and Rescue incident.

3. This plan supports CCGDELEVEN OPLAN 9810-05.

4. This plan is effective upon receipt and supersedes all previous plans relating to vessel mutual assistance in San Francisco.

W. J. UBERTI
Captain, U.S. Coast Guard
Commander, Sector San Francisco
Officer in Charge, Marine Inspection

Encl: 1 – San Francisco Vessel Mutual Assistance Plan

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RECORD OF CHANGES

Change No.	Change Date	Change Entered	Entered By

Note: authorized changes made to this plan shall be entered using standard

publication change procedures established by the USCG Correspondence Manual.

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Introduction

The purpose of the San Francisco Vessel Mutual Assistance Plan (SF V-MAP) is to ensure that a sufficient level of safety exists under Title 46, Code of Federal Regulations, Section 117.207(f) (see appendix (4)) so that small passenger vessels meeting the criteria of section 117.207(f) carry an appropriate number and type of survival craft. It is intended to enhance local capabilities to effectively manage a catastrophic, in port Search and Rescue incident.

The objectives of the SF V-MAP are to:

1. Create a "sufficient level of safety" as required by 46 CFR 117.207(f).

2. Provide effective and expedient emergency support by member vessels for a marine search and rescue operation on San Francisco Bay involving a large number of victims or potential victims.

3. Ensure lifesaving equipment available on each member vessel is appropriate for the waters of San Francisco Bay.

4. Promote professionalism in emergency preparedness and response.

5. Provide, through mutual assistance, a more effective and timely means to rescue all persons in the water (PIW).

Background

In 1996, the Coast Guard promulgated changes to lifesaving regulations for small passenger vessels. The purpose of the new regulations was to, "address the effects of hypothermia and exposure not envisioned by the original regulations." In the case of passenger vessels inspected under 46 CFR Subchapter K (K-boats) on Lakes, Bays and Sounds routes, the new regulations called for an increase in the number of life floats required, from 30 percent to 100 percent of the total persons allowed on board. The new regulations also permitted the Coast Guard Officer in Charge, Marine Inspection (OCMI) to reduce the amount of primary lifesaving equipment for vessels:

> "…operating with a set schedule on a specific route that does not take it more than 20 nautical miles from a harbor of safe refuge, and

> that maintains a 15 minute radio communications schedule with an operations base, or participates in a Vessel Traffic Service (VTS)…when the cognizant OCMI is satisfied that a sufficient level of safety exists."

The OCMI believes a sufficient level of safety, equal to or superior to the 100 percent life float requirement, can be achieved if member vessels adhere to this mutual assistance plan.

The affects of exposure and hypothermia are addressed by this plan in two ways:

1. A more organized and timely response to a catastrophic Search and Rescue incident is intended to reduce exposure time of persons in the water. It also recognizes that other K-boats may be among the first assets on scene, and that, as required by Title 46, United States Code (USC), Section 2304 (see appendix (4)), they may be among the first to provide assistance.

2. Every vessel will maintain at least one, 25-person Inflatable Buoyant Apparatus (IBA), or approved equivalent, onboard in addition to any required non-inflatable lifesaving appliances (life float or buoyant apparatus). The IBA serves four purposes:

    a. Onboard a vessel in distress, an IBA increases and upgrades the vessel's primary lifesaving equipment and capacity.

    b. On a vessel providing assistance to another vessel, an IBA can be deployed to supplement the other vessel's lifesaving equipment.

    c. If rescue operations are already underway, an assisting passenger vessel can deploy its IBA as an intermediate transfer station which will allow people to be safely transferred to a larger rescue craft from a smaller craft, expediting the recovery of PIW.

    d. Due to their design and method of use, IBAs help keep persons out of the water thereby reducing the effects of exposure and hypothermia.

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Organization

SF V-MAP is composed of member vessels, the Coast Guard and other organizations listed in Appendix Five to this plan. Each member vessel will be represented at periodic meetings, at least once a year, to discuss lessons learned, plan an annual exercise, and generally strive to improve this plan and mutual assistance capabilities. All parties pledge their assistance to any vessel in distress, to the fullest extent possible, consistent with 46 USC 2304. Members will render assistance when requested by a vessel or the Coast Guard. There is no requirement for people to be in the water to constitute a mutual assistance situation.

Concept of Operations

SF V-MAP will provide a rapid response to any catastrophic search and rescue operation on San Francisco Bay. If a member vessel is the first to arrive on scene, it may deploy any and all lifesaving equipment it deems appropriate. The first vessel on scene may also begin recovery of PIW. Whereas Coast Guard and other rescue craft are smaller and more maneuverable, this plan envisions most K-boats standing-by on the perimeter of the rescue area to serve as staging platforms as directed by the Coast Guard. K-boats also provide a greater height of eye to locate PIW and may receive victims directly from rescuers or via a deployed IBA.

Duties, Procedures, and Policies:

General The general practices guiding SF V-MAP include the following:

1. Coast Guard Sector San Francisco and the Marine Exchange of the San Francisco Bay Region will maintain the master copy of this plan. Copies of the plan will be distributed to each member vessel and organization.

2. This plan will be updated annually to reflect proper contacts and phone numbers, as well as to incorporate any other improvements agreed upon by the members.

3. Each member vessel will carry the following minimum equipment:

    a. Life floats, or existing buoyant apparatus, for at least 30 percent of the total persons permitted onboard;

b. One 25 person inflatable buoyant apparatus (IBA), or an approved equivalent device;

c. An effective and expedient means of transferring people from an IBA to the vessel;

d. An effective and expedient means to retrieve personnel from the water;

e. A spotlight for nighttime recovery operations; and

f. All other equipment and personnel required by the vessel's Certificate of Inspection.

4. All vessels will monitor and participate in the Vessel Traffic Service (VTS) on Channel 14 while they are operating on San Francisco Bay.

5. All SF V-MAP vessels will report their route and schedule to VTS during their required sailing plan report. Vessels will maintain an effective and speedy means to retrieve passenger and crew counts during each trip immediately prior to getting underway, or as soon thereafter as possible. The vessel's passenger and crew accountability system shall be provided to the Coast Guard upon demand and maintained on the QRS phone recall list for each company. This system shall be tested periodically and updated when the procedures change.

Training

1. All member organizations will assign at least one representative to participate in periodic SF V-MAP meetings.

2. Each member organization will conduct training to enable their personnel to effectively implement this plan.

3. All members will participate in an annual exercise for this plan. The scope of the exercise will be determined by the SF V-MAP members. Members of the group from the various San Francisco Ferry companies will host, plan, and conduct the annual exercise on a rotating basis.

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Activation

1. Sector San Francisco receives a distress call reporting a maritime mass casualty incident involving a vessel, aircraft, bridge collapse, etc, at the Vessel Traffic Service (VTS) or Sector Command Center (SCC). Sector San Francisco will activate SF V-MAP upon VTS and SCC verification of the distress call and location of the incident.

2. VTS will contact the SF Marine Exchange by phone and all underway ferries using VHF-FM Channel 14 to inform them of SF V-MAP activation. VTS will vector the responding ferries to the scene of the incident. VTS will direct non-response vessels away from the incident location. Any ferries directed to the scene of the incident will switch their alternate radios to Channel 83A upon arrival to the incident scene.

3. The SCC will notify the nearest Coast Guard Station, any available Coast Guard assets in the area, area municipal responders, and dispatch these assets to the scene of the incident. SCC/VTS will establish a safety zone around the incident via Urgent Marine Information Broadcast (UMIB).

4. Once SF V-MAP is activated, the SF Marine Exchange will contact all of the San Francisco ferry companies to inform them of the SF V-MAP activation and collect vessel availability information from each company. The Marine Exchange will develop a list of available ferries with expected underway times and provide this information to VTS which will activate additional incident response ferries as directed by the SCC.

5. The first response asset on-scene will act as the On-Scene Coordinator (OSC) and provide casualty and response information to the SCC on VHF-FM Channel 83A. Once on-scene, response vessels will receive instructions from the OSC until released from the incident. NOTE: The initial OSC could be a San Francisco Bay ferry.

6. The OSC will provide the SCC with an incident assessment including the approximate number of persons in the water and any other pertinent information. The OSC will begin response operations in coordination with from the SCC.

7. All vessels will take direction from the OSC and will make all response equipment available to the incident.

8. The OSC will:

   - Communicate resource needs to the SCC including the type and capability of the asset as required by the situation.

   - Coordinate with the SCC to establish an additional incident communication frequency if it is deemed necessary for the safety of the responders.

   - Coordinate the deployment of shore-side medical personnel to the incident scene to assist with victim assessments and stabilization.

   - Direct and coordinate the response activities of resources on scene.

   - Report victim transports to the SCC. They will identify response vessel names, number of victims and medical classification (**I**mmediate, **D**elayed, **M**inor, **D**eceased), and estimated time of arrival.

   - Coordinate through the SCC to ensure that advanced notice is given to shore-side personnel for the delivery of a large number of victims or if an alternate offload site is necessary (i.e. ferry delivers patients to the ferry terminal vice established offload site). NOTE: A list of offload sites for each ferry is being developed by the San Francisco Marine Exchange and will be incorporated into this plan at a later time

   Prioritize victim retrieval. The OSC and incident responders will use the following factors to determine a victim's priority for retrieval:

   - Presence of a life threatening or serious injury: The presence of injuries can be difficult to determine for persons floating in the water or in a large collection of victims. Healthy victims may be more boisterous and demanding of immediate assistance than injured or weak victims.

   - Presence of personal protective equipment or adequacy of clothing: A person wearing inadequate personal protective

equipment (i.e. simple life jacket) or clothing that will slow the loss of body heat (i.e. long sleeved shirts and pants) will generally survive longer than the unprotected individual.

- Ability to get out of the water: Victims that are able to get all or a portion of their body out of the water by clinging to a floating object will significantly slow the onset of hypothermia.

- Isolation from other persons: Solo victims will generally lose body heat more quickly than persons huddled in groups. Persons huddled together are able to conserve body heat and offer each other physical and psychological support.

- Individual body type, mental state, and training: An individual's physical makeup, past training/experiences, and mental attitude directly impact their ability to survive in a cold water environment.

Medically stabilize victims as soon as possible. The decision to stabilize victims before transport to shore will depend on multiple factors including:

- Size and number of response vessels.

- Number of victims requiring stabilization and the severity of their injuries.

- Distance and transit time from scene to shore-side medical care.

- Medical capabilities of personnel on-scene.

- Prevailing weather conditions.

If possible, victims should not be transported before being stabilized if the transit will worsen their physical condition. The SCC will coordinate shoreside medical response for the incident with municipal responders. The transport of trained medical personnel to a larger vessel on-scene should be a response priority only if the situation dictates.

10. Response assets will not leave the scene unless released by the

OSC. Ferries that are released from the incident will resume communication with VTS on Channel 14.

11. VTS will continue to monitor vessel activity in the Bay and direct vessel traffic away from the incident area as necessary.

12. Most ferry companies stop operations around 7pm, with the exception being dinner cruises and ferry services that are provided during special events, resulting in a potential extension of ferry response time during non-operational hours. If a Mass Rescue event occurs during ferry non-operational hours the Marine Exchange, immediately upon VTS notification, will first contact and receive an ETA from the ferry company that is located nearest to the incident immediately upon receiving notification from VTS. The Marine Exchange will provide this information to VTS prior to notifying the other ferry companies.

13. Recreational boaters that assist with the Mass Rescue response will be instructed by the SCC or OSC to bring passengers to the ferry or to the nearest Coast Guard facility.

Coast Guard On-Scene Actions

The first Coast Guard vessel to arrive at the scene of the incident, if it is not the initial responder, will assess the situation and may establish itself as the OSC. This will be determined by the response platform and operational capability of the established OSC. If the Coast Guard vessel deems the OSC is capable, then they will assist with the rescue efforts as any other response asset. If the Coast Guard vessel deems that the current OSC's operational capabilities are limited for the incident, then they will relieve the OSC and will coordinate with the other response units on Channel 83A. Response units may include, but are not limited to, CG small boats, law enforcement agencies, SF V-MAP participants, Auxiliary vessels and good Samaritans.

Passenger Accountability

1. The response vessels will take all of the recovered passengers to a designated shoreside triage staging area for accountability purposes. This area will be established by the SCC and will be able to accommodate vessels of all sizes.

2. SCC will coordinate with the Office of Emergency Services (OES) nearest to the incident for shoreside municipal and medical support, and to establish a triage staging area with passenger identification stations. Passengers that are brought to Coast Guard

units by good Samaritans will be accounted for at the unit and their names and medical conditions forwarded to the main shoreside triage staging area.

3. Passengers will not be released from the triage staging area until they have been screened medically and properly identified. Passengers brought to Coast Guard units will also be medically screened and properly identified prior to their release.

4. Passengers that are incoherent, or unconscious, will be accounted for by assigning a number and providing a physical description of the passenger prior to being taken to the hospital upon arrival to the shoreside triage staging area.

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Appendix One

Assumptions

The SF V-MAP concept is based on the following assumptions:

1. A major K-boat or high capacity vessel casualty, major damage to a bridge, a pier, or an airplane crash may result in hundreds of people being placed in the water.

2. Even with donned personal flotation devices, hypothermia tables indicate that PIW should be removed from the water within two hours (much sooner if possible) to reduce complications caused by exposure to cold water typical to San Francisco Bay.

3. Victim drift (due to currents) will be a significant challenge for recovering PIW.

4. There are many public safety organizations that operate rescue craft on San Francisco Bay. Many of these craft can respond within 30 minutes to most areas of the Bay.

5. K-boats provide an excellent staging platform for victims, but are not the best "rescue craft" when there are many people in the water. K-boats are generally not as maneuverable as smaller, dedicated rescue craft. Also, when operating in close proximity to many PIW, it may be dangerous to maneuver (turn propellers). This problem is exacerbated with the new water jet-drive systems on some high-speed vessels. Both the suction and discharge associated with these drive units may pose a threat to PIW.

6. K-boats have draft limitations that will not allow them to respond in the same manner to every type of mass rescue incident.

7. Rescue craft operated by the Coast Guard and other public safety organizations are designed to more easily rescue PIW but have limited capacity. When PIW are reasonably close together, most of these craft are capable of recovering two persons per minute from the water.

8. Most small rescue craft can carry up to 20 persons. The critical issue is the turn-around time needed to unload victims and return to recover more PIW. Ferrying recovered people to the shore and returning to the incident scene may take up valuable time and reduces the number of assets available on-scene to pick-up PIW. It also allows the remaining PIW more time to drift apart making their recovery more difficult.

9. K-boats have the passenger capacity (i.e., deck space) to serve as an excellent receiving platform for a large number of rescued people.

10. To reduce turn-around time when victims are embarked, K-boats can be used as staging platforms near the scene to receive people recovered by the smaller rescue craft.

11. Most K-boats do not have qualified emergency medical technicians onboard. The Coast Guard or other public safety agency representatives will coordinate medical treatment beyond limited first aid, even after victims are transferred to a K-boat.

12. Not all K-boats and rescue craft have compatible freeboards. Even when the freeboards are similar, action between the hulls of these boats may create a pinch/crush hazard for victims during transfer.

13. Transfer of recovered victims can be better facilitated if K-boats carried at least one 25 person IBA. A rescue craft could deliver people to the IBA secured to the K-boat and quickly return to recover more PIW. These rescued persons in the IBA can then be transferred to the larger K-boat.

14. The IBA can be used as an additional primary lifesaving platform for each vessel. A 25-person IBA can be overloaded to hold 38 people. The IBA also has a lifeline strung around the outside that approximately 20 people could hold onto. Nearly 60 people could be kept together in, on, and clinging to a 25-person IBA.

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Appendix Two

Definitions

Catastrophic Search and Rescue – A large-scale search and rescue operation in which many lives are in immediate danger.

Distress – A vessel is considered to be in distress when fire, flooding, grounding, collision, allision, or other dangerous situation places the vessel's crew and passengers in need of immediate assistance.

K-boat – A vessel inspected under subchapter "K" of Title 46, Code of Federal Regulations. The vessels participating in this plan meet the regulatory criteria for a K-boat because they are vessels under 100 gross register tons certified to carry more than 150 passengers.

Life float – A non-inflatable survival craft device approved by the Coast Guard. For the purposes of this plan, it may be described as an orange, rigid piece of flotation equipment, usually made of Styrofoam, and provided with a net in the center. As allowed by 46 CFR 117.15(c), buoyant apparatus already in use on a vessel may be used to meet the requirements of life floats as long as the buoyant apparatus is in good and serviceable condition. (A *buoyant apparatus* is very similar to a life float but is solid and does not have a net in the center.)

Inflatable buoyant apparatus (IBA) – An inflatable survival craft device approved by the Coast Guard. An IBA is designed with two inflatable buoyancy chambers with a floor between the chambers so that it can, floating either side up, accommodate the number of persons for which it is approved.

On-Scene Coordinator (OSC) – The first vessel to arrive at the scene of the incident to conduct and coordinate on water Search and Rescue operations. The OSC may be a Coast Guard maritime asset, a municipal maritime asset, or a Bay Area ferry. The OSC will manage all of the available search and rescue assets, including vessels that are members of the SF V-MAP. The OSC will coordinate medical treatment beyond limited first aid, even after victims are transferred to a K-boat. The OSC may be contacted on the radio by hailing the response vessel by name.

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Appendix Three

*Abbreviation***s**

IBA	Inflatable Buoyant Apparatus
OCMI	Officer in Charge, Marine Inspection
OSC	On-Scene Coordinator
PIW	Person(s) In the Water
VTS	Vessel Traffic Service
SCC	Sector Command Center

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Appendix Four

Laws & Regulations

46 USC 2304 – "A master or individual in charge of a vessel shall render assistance to any individual found at sea in danger of being lost, so far as the master can do so without serious danger to the master's or individual's vessel or individuals on board."

46 CFR 117.207(f) – "Each vessel operating on a set schedule on a specific route that does not take it more than 20 nautical miles from a harbor of safe refuge, and that maintains a 15 minute radio communications schedule with an operations base, or participates in a Vessel Traffic Service (VTS), may be granted a reduction in the survival craft requirements of this section if the cognizant OCMI is satisfied that a sufficient level of safety exists."

46 CFR 117.15(c) – "Each inflatable liferaft, inflatable buoyant apparatus, life float, and buoyant apparatus on the vessel on March 11, 1996 may be used to meet the requirements of this part as long as the survival craft is in good and serviceable condition." [See also, 46 CFR Table 117.200(c), "Abbreviations used," for an explanation of buoyant apparatus used by authority of this regulation.]

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Appendix Five

Participating Vessels & Organizations

Vessel	Operator
1. Angel Island D564370	Angel Island–Tiburon Ferry Co.
2. Bay Breeze D1020550	Harbor Bay Maritime
3. Bay Flyer D533655	Alcatraz Cruises
4. Bay Clipper D557225	Alcatraz Cruises
5. Bay Monarch D572538	Blue & Gold Fleet
6. California Hornblower D947942	Hornblower Cruises & Events
7. Del Norte D1061578	Golden Gate Ferry
8. Empress Hornblower D940671	Hornblower Cruises & Events
9. Encinal D682580	Blue & Gold Fleet
10. Escape	Alcatraz Cruises
11. Freedom	Alcatraz Cruises
10. Golden Bear D615355	Blue & Gold Fleet
11. Harbor Emperor D513351	Blue & Gold Fleet
12. Harbor King D276748	Red and White Fleet
13. Harbor Princess D278851	Red and White Fleet
14. Harbor Queen D267664	Red and White Fleet
15. Intintoli D1050665	Vallejo Baylink Ferries
16. Islander	Alcatraz Cruises
16. Mare Island D1053103	Vallejo Baylink Ferries
17. Marin D578103	Golden Gate Ferry
18. Mendocino D1113898	Golden Gate Ferry
19. Monte Carlo Hornblower D681492	Hornblower Cruises & Events
20. Old Blue D607794	Blue & Gold Fleet
21. Oski D603966	Blue & Gold Fleet
22. Ranger	Alcatraz Cruises
23. Respect	Alcatraz Cruises
22. Royal Prince D288705	Red and White Fleet
23. Royal Star D524689	Blue & Gold Fleet
24. Sonoma D578765	Golden Gate Ferry
25. San Francisco D586350	Golden Gate Ferry
26. San Francisco Spirit D971235	Signature Yacht Events
27. Solano D1155022	Vallejo Baylink Ferries
28. Vallejo D972155	Vallejo Baylink Ferries

29. Zelinski D902663 Blue & Gold Fleet

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Appendix Six

Alcatraz Cruises
1.

Angel Island – Tiburon Ferry Company
1. Office: 415.435. 2131

Blue & Gold Fleet
1. Dispatch 415.705.8205

Golden Gate Ferry
1. Main phone 415.925.5575

Harbor Bay Maritime

Hornblower Cruises & Events

Red and White Fleet
1. 24 Hour Emergency Hotline 415. 673. 2900

Signature Hospitality
1. Main Office 415.788.9100
2.

Vallejo Baylink Ferry (Blue and Gold)
1. Blue and Gold Dispatch 415. 705. 8205
2. Valley Ferry Office 707. 562. 3140

Municipal Responders
San Francisco Fire Department 415. 558. 3656
San Francisco Police Department 415. 409. 1020
Alameda County Sheriff 510. 563. 2921
Tiburon Fire Department 415. 435. 7200

US Coast Guard
Sector San Francisco 415. 399. 3547
Vessel Traffic Service 415. 556. 0127

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SF V-MAP Member Companies POC:

San Francisco Marine Exchange	415. 441. 6600

ALCATRAZ CRUISES

Paul Bishop
Scott Thornton

Time *Time company contacted*	Vessel Name	Capacity **Based on COI** *and stability ltr*	Primary Lifesaving Equipment	Persons on Board	Capability Capacity – Less passengers on vessel at time of incident	**Time to Scene** *Based upon information obtained by company or vessel*	**Cell Phone** *If available*
	BAY FLYER 533655	**687**	*18 Lifefloats for 360 1 Inflatable Buoyant Apparatus for 30*				
	BAY CLIPPER 557225	**693**	*20 Lifefloats for 400 1 Inflatable Buoyant Apparatus for 30*				
	ESCAPE						
	FREEDOM						
	ISLANDER						
	RANGER						
	RESPECT						

BLUE AND GOLD & BAYLINK FERRY

Dispatcher: 415-705-8205
Operations manager:

Baylink:
Vallejo Ferry Office: 707-562-3140
Operations Manager:
Fax: 415-705-5429

Time *Time company contacted*	Vessel Name	Capacity **Based on COI** *and stability ltr*	Primary Lifesaving Equipment	Persons on Board	Capability Capacity – Less passengers on vessel at time of incident	**Time to Scene** *Based upon information obtained by company or vessel*	**Cell Phone** *If available*
	BAY MONARCH 572538	**787**	*20 Lifefloats for 400 1 Inflatable Buoyant Apparatus for 25*				
	ENCINAL 682580	**388**	*7 Lifefloats for 140 1 Inflatable Buoyant Apparatus for 25*				
	GOLDEN BEAR 615355	**396**	*6 Lifefloats for 120 1 Inflatable Buoyant Apparatus for 25*				
	HARBOR EMPEROR 513351	**500**	*8 Lifefloats for 160 1 Inflatable Buoyant Apparatus for 25*				

	OLD BLUE 607794	**396**	*6 Lifefloats for 120* *1 Inflatable Buoyant Apparatus for 25*				
	OSKI 603966	**396**	*6 Lifefloats for 120* *1 Inflatable Buoyant Apparatus for 25*				
	ROYAL STAR 524689	**650**	*17 Lifefloats for 340* *1 Inflatable Buoyant Apparatus for 30*				
	ZELINSKI 902663	**400**	*7 Lifefloats for 140* *1 Inflatable Buoyant Apparatus for 25*				
	INTINTOLI 1050665	**300**	*6 Lifefloats for 108* *1 Inflatable Buoyant Apparatus for 25*				Wheelhouse Cell 415-716-0206
	MARE ISLAND 1053103	**300**	*6 Lifefloats for 108* *1 Inflatable Buoyant Apparatus for 25*				Wheelhouse Cell 415-716-0207
	VALLEJO 972155	**300**	*4 Inflatable Buoyant Apparatuses for 150*				Wheelhouse Cell 415-559-5645
	SOLANO 1155022	**300**	*4 Inflatable Buoyant Apparatuses for 150*				Wheelhouse Cell 415-559-1573

GOLDEN GATE

Main Phone 415-925-5575

Fax: 415-925-5511

Time *Time company contacted*	Vessel Name	Capacity **Based on COI** and stability ltr	Primary Lifesaving Equipment	Persons on Board	Capability Capacity – Less passengers on vessel at time of incident	**Time to Scene** *Based upon information obtained by company or vessel*	**Cell Phone** *If available*
	DEL NORTE 1061578	**396**	*4 Inflatable Buoyant Apparatus for 200*				
	MARIN 578103	**723**	*4 Inflatable Buoyant Apparatus for 400*				
	SONOMA 578765	**723**	*4 Inflatable Buoyant Apparatus for 400*				
	SAN FRANCISCO 586350	**723**	*4 Inflatable Buoyant Apparatus for 400*				
	MENDICINO 1113898	**456**	*5 Inflatable Buoyant Apparatus for 230*				

RED AND WHITE FLEET

24 hour emergency hotline 415-673-2900 ext 7
Ticket Box Office: 415-392-7351
Fax: 415-447-0619

Time *Time company contacted*	Vessel Name	Capacity **Based on COI** and stability ltr	Primary Lifesaving Equipment	Persons on Board	Capability Capacity – Less passengers on vessel at time of incident	**Time to Scene** *Based upon information obtained by company or vessel*	**Cell Phone** *If available*
	HARBOR KING 276748	**228**	6 Lifefloats for 120 1 Inflatable Buoyant Apparatus for 30				
	HARBOR PRINCESS 278851	**450**	7 Lifefloats for 140 1 Inflatable Buoyant Apparatus for 30				
	HARBOR QUEEN 267664	**450**	7 Lifefloats for 140 1 Inflatable Buoyant Apparatus for 30				
	ROYAL PRINCE 288705	**510**	8 Lifefloats for 160 1 Inflatable Buoyant Apparatus for 30				

HORNBLOWER CRUSIES AND EVENTS
Fax: 510-665-5752

Time *Time company contacted*	Vessel Name	Capacity **Based on COI** and stability ltr	Primary Lifesaving Equipment	Persons on Board	Capability Capacity – Less passengers on vessel at time of incident	**Time to Scene** *Based upon information obtained by company or vessel*	**Cell Phone** *If available*
	CALIFORNIA HORNBLOWER 947942	**600**	*16 Lifefloats for 348 1 Inflatable Buoyant Apparatus for 30*				
	EMPRESS HORNBLOWER 940671	**500**	*7 Lifefloats for 140 1 Inflatable Buoyant Apparatus for 45*				
	MONTE CARLO HORNBLOWER 681492	**550**	*9 Lifefloats for 180 1 Inflatable Buoyant Apparatus for 30*				

HARBOR BAY MARITIME
Fax 415-247-1606

Time *Time company contacted*	Vessel Name	Capacity **Based on COI** and stability ltr	Primary Lifesaving Equipment	Persons on Board	Capability Capacity – Less passengers on vessel at time of incident	**Time to Scene** *Based upon information obtained by company or vessel*	**Cell Phone** *If available*
	BAY BREEZE 1020550	**250**	*4 Lifefloats for 80 1 Inflatable Buoyant Apparatus for 30*				

SIGNATURE YACHT EVENTS
Office 415-788-9100

Time *Time company contacted*	Vessel Name	Capacity **Based on COI** and stability ltr	Primary Lifesaving Equipment	Persons on Board	Capability Capacity – Less passengers on vessel at time of incident	**Time to Scene** *Based upon information obtained by company or vessel*	**Cell Phone** *If available*
	SAN FRANCISCO SPIRIT 971235	**750**	*19 Lifefloats for 380 1 Inflatable Buoyant Apparatus for 25-*				

TIBURON – ANGEL ISLAND FERRY COMPANY

Office 415-435-2131

Time *Time company contacted*	Vessel Name	Capacity **Based on COI** and stability ltr	Primary Lifesaving Equipment	Persons on Board	Capability Capacity – Less passengers on vessel at time of incident	**Time to Scene** *Based upon information obtained by company or vessel*	**Cell Phone** *If available*
	ANGEL ISLAND 564370	**400**	*6 Lifefloats for 120 1 Inflatable Buoyant Apparatus for 30*				

SF V-MAP ACTIVATION

COMMENTS: The San Francisco Vessel Mutual Assistance Plan (SF V-MAP) is jointly administered by Sector San Francisco and the San Francisco Marine Exchange. In the event of a mass casualty incident, Sector San Francisco will activate SF V-MAP. Only the Sector VTS or Command Center (SCC) may activate this plan. Once the plan has been activated, VTS will contact the Marine Exchange to notify them of plan activation. Marine Exchange will notify the ferry companies of plan activation and gather response capability information from each company. Marine Exchange will provide a list of available vessels to VTS. VTS will coordinate the response of the ferries on Channel 14. The first vessel on-scene will operate as the On-Scene Coordinator (OSC) and will coordinate directly with the SCC on Channel 83A until a Coast Guard asset arrives on scene. All SF V-MAP operations will be conducted on VHF–FM Channel 83A. Ferries enroute to the incident will maintain contact with VTS on Channel 14 until they are handed off to the OSC on 83A.

INITIAL INFORMATION Date/Time of Report:_____Received by:

Notified by:_____Phone:

Situation: Collision / Fire / Flooding /Terrorism etc:

Location:

Vessel(s) Involved:

Number of people on board:_____ Number of people in the water:

ACTION CHECKLIST

☐ Verify that there is an emergency and that SF V-MAP should be activated.
(Major grounding, fire on a ferry boat, collision, terrorism, downed aircraft, major flooding, bridge collapse, people in water)

☐ **Activate the Mutual Assistance Plan**

- ☐ ***(VTS RECEIVES DISTRESS CALL)*** *Coordinate with SCC to activate SF V-MAP. Notify the San Francisco Marine Exchange of SF V-MAP activation (415) 441-6600. The Marine Exchange will contact the ferry companies to inform them of SF V-MAP activation, gather response capability information from each company, and provide a list of available ferries to VTS. VTS will vector the ferries to the incident scene and will hand the ferries off to the OSC within 1 mile of the incident. If VTS is unable to contact the SCC, VTS will coordinate response efforts with the OSC.*

- ☐ ***(SCC RECEIVES DISTRESS CALL)*** *Coordinate with VTS to activate SF V-MAP, dispatch CG and municipal response assets, and wait for contact from the first on-scene asset on Channel 83A. If SCC is unable to contact VTS, SCC will activate SF V-MAP and contact the Marine Exchange at (415) 441-6600. Marine Exchange will contact the ferry companies to inform them of SF V-MAP activation, gather response capability information from each company, and provide a list of available ferries to the SCC for further coordination. The responding ferries will contact the OSC when they are within 1 mile of the incident for response instructions. OSC will coordinate with the SCC.*

☐ SCC will notify the COTP that the SF V-MAP has been activated.
☐ Initiate Critical Incident Communications (CIC) 1-800-DAD-SAFE; see CIC QRS.
☐ Notify department heads and recall additional SDOs and Watchstanders as necessary to handle call volume and ICS set up.
☐ Notify San Francisco OES (415) 558-2782.
☐ Follow other QRSs for the appropriate situation: Allision/Collision/Grounding/Sinking/Vessel Fire.

ADDITIONAL REFERENCES:

(b) QRS Allision/Collision/Grounding/Sinking/Vessel Fire

QUICK RESPONSE SHEET FOR
MASS RESCUE/SF V-MAP RESPONSE OPERATIONS

ACTION:

____ **Initial notification; gather complete information and coordinate with VTS to activate SF V-MAP.**
____ **Issue UMIB.**
____ **Establish Emergency Safety Zone.**
____ **Launch suitable air and surface resources.**
- ____ Notify nearby stations and air station. ***Ensure stations bring Disaster Response Kits***
- ____ Divert Alpha CPB to incident scene. Receive enroute ferry status from VTS.
- ____ Have local stations recall additional crews (if necessary).
- ____ Request local EMS/Fire & marine unit support via CA OES Warning Ctr 800-852-7550.
- ____ Call-in additional boats from outlying stations.
- ____ Recall CPBs from Charlie as needed.
- ____ Request assets from D11 as needed.

____ **Notify/recall Sector Commander/Deputy Commander.**
- ____ Have SCC supervisor recall additional controller(s).
- ____ Have TCIC recall additional TCOWs.

____ **Contact local Fire Department and County OES** to coordinate shoreside Triage site(s). Depending on location & number of people, establish multiple triage sites to distribute trauma patients between hospitals.
____ **Dispatch USCG rep to shoreside triage site(s)** to liaison w/ local agencies.
____ **Obtain situation description from first unit on-scene (OSC).**
- ____ Lat/Long
- ____ Number of survivors/victims
- ____ On-scene weather/sea/visibility
- ____ Deploy Datum Marker Buoy (DMB)
- ____ Recommended course of action

____ **Contact vessel/aircraft's parent company to obtain updated passenger information.**
____ **Establish On-scene Communications Plan as follows with on-scene units:**
- MRO/SF V-MAP Coordination: **Channel 83A**
- VTS Operational/Coordination: **Channel 14**

____ All responding assets shall be advised that upon recovering victims/survivors and/or debris, they shall record the **identification/description, location (General Description), time of recovery, transfer site, and time of transfer.** These tracking sheets should be turned over to the offload site manager for forwarding to the Incident Commander.
____ **Recall additional Sector personnel as needed.**
(Roles: Triage area coordination/security, SCC watches)
____ **Request D11 Public Affairs establish press POC to handle/coordinate all press inquiries.**

Ferry Berth Compatibility Matrix

1. Under development by the San Francisco Marine Exchange and the San Francisco Bay Area Water Transit Authority.